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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.  
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**BIRTH.**  
On the 9th June, at "Grassbank," Oxley Road, Singapore, the wife of A. M. BARKER, of a daughter.

**DEATH.**  
On the 10th June, at Helsingborg, Sweden, KILA MOLLER, of Shanghai, aged 78 years.

**The Daily Press.**

HONGKONG OFFICE: 11, DES VŒUX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th June, 1903.

It is not to be expected that events in Corea should attract much attention in South China or that much anxiety should be felt as to the activity of various nations in that so far little exploited country. Nevertheless, since the time of the Anglo-Japanese Alliance it has no longer been possible for any Briton to leave out of consideration in an estimate of Far Eastern affairs the progress of events in Corea, a country whose connection with Japan has been one of the prominent features of our ally's history. Since Japan's war against China and her rise to the rank of a first-rate Power, it has been recognised that the blow of her having to give way before Russia in Corea would drive her once more into the background, with little chance of recovery. The loss of what is perhaps her most revered national tradition would be a fatal wound to her honour. It is true that, nominally, by the agreements of 1896 and 1898 the Russians and Japanese are on an equal political footing in Corea. But the third article of the latter agreement stipulates that "in view of the wide development taken by the commercial and industrial enterprise of Japan in Corea, as well as the large number of Japanese subjects residing in that country, the Russian Government will not hinder in any way the development of commercial and industrial relations between Japan and Corea." And there is no doubt now as to the footing which the Island Power has now gained in the Peninsula, especially in the South. Russia, however,

has never relaxed her efforts to gain a firm footing also, in the North. The latest step is in connection with the timber-felling business on the Yalu River, which has been threatening to cause international trouble. This enterprise is but one of those small beginnings which are ever the foundations of Russia's empire-building. The *Japan Mail* recently discussed the subject of Japan's attitude towards Russia's growth, saying that could it be conceived that Manchuria, Mongolia and Tibet were to be the final additions to Russia's East Asiatic empire Japan might be unconcerned. But Manchuria does not furnish good enough maritime outlets, Russia's great desire; and that Russia, holding the Amur region and the Liaotung Peninsula, should not be irresistibly tempted to absorb Corea, is out of the question. "She will be so tempted and she will yield to the temptation. Any nation would yield to it in her place. The question is, how will she set to work?" A few years ago Corea would have been just "as convenient a field for that kind of exploitation as Manchuria is now proving. But Japan may be said to have already conquered the south of the Korean peninsula by railway-building, and any Russian attempt to dispute that conquest by means of a road from Wiju to Seoul would involve a struggle such as it is entirely "foreign to Russia's policy to invite." Seeing, however, that plans have already been made for a railway from Liao-yang, through Fenghuang, to the Yalu River, and that actual surveying work on the line is reported to have commenced, we think our Yokohama contemporary is sanguine if it imagines Russia will not speedily attempt to get the line carried over the Korean frontier. Russia doubtless does not wish to invite a struggle with Japan, meaning as it does a struggle with Great Britain too; but she has carried through more difficult tasks without a struggle and may be hopeful of success here too. This is all the more reason for a firm attitude on the part of Japan, showing that without the untried struggle this enterprise at least cannot succeed. It is the reason too for a sure declaration of British sympathy and support for that attitude.

This railway from Hankow to Canton, though now fairly out of the region of the clouds, is likely to consume a long time in its construction. It seems from the account given by the *Changsha* correspondent of the *N.C. Daily News* that there are eleven civil engineers (all Americans) now engaged on the survey of the sections of the line through Hunan. Six of these gentlemen were then dwelling in a houseboat at Changsha, and had completed the first survey from that city to Lankou, south of Siangtan, and the maps for this stretch were also nearly completed. Another party of American engineers had made Yochow their base and were working south towards Changsha, and their survey was also approaching completion. The United States gunboat *Villobos* recently paid a visit to Changsha, and had a pleasant stay there, meeting no manifestation of hostility from the populace. The Governor of the province seems to have made up his mind sternly to repress rowdiness, and this former centre of anti-foreign feeling and of anti-foreign literature has become apparently reconciled to the inevitable. The correspondent quoted above, referring to the present attitude of the people, says:—"Those of us who came to Hunan a few years ago to engage in the pioneer work of opening up the province are astonished at the great change that is to be seen on all sides. Hunan is pressing forward by leaps and bounds; one simply stands still wondering what will happen next. With fifty odd missionaries in the province, eleven engineers with a large staff accompanying them, the visits of English, German, and American gunboats, two fine large passenger river steamers making regular trips between Siangtan and Hankow, one does not feel as though he was in an interior province of China." The effect of this opening up of the province of Hunan to foreign trade and navigation and the near advent of the iron horse have evidently served to dissipate a great deal of the prej. lices formerly felt by the Hunanese against foreigners, which assumed such unpleasant and occasionally alarming demonstrations.

With regard to the railway, there can be no doubt it will exercise a potent effect in finally breaking up the seclusion which had been so long and jealousy preserved in Hunan. The only regret is that the work must necessarily progress so slowly. The survey has been nearly successfully completed, and work has actually been commenced at the Canton end of the line, but there is much to be done before the construction can be pushed along the Changsha section. It is not stated to what causes the delays are due, but it is obvious that they exist, and cannot be lightly overcome. Railway work is not

likely to be rapid in China, even when sanctioned by the Empress Dowager and the Emperor Kwang Hsu. There are many initial difficulties to be surmounted, notably arranging for the purchase and transfer of the land; and when the work of building embankments is commenced the Chinese have to be taught not only how to construct them, but they have to be prevented from doing the work in the perfunctory manner so dear to the native heart. Bridge-building and tunnelling are also tedious when undertaken by labourers and contractors wholly unused to the work, and the patience of the engineers must sometimes be greatly tried. In the end the permanent way is laid at last, and a pioneer train is at length set in motion. The line connecting Canton and Kowloon with the Yangtze Valley will undoubtedly be the great artery of communication through China, as it will be continued to Peking, and will tap many of the greatest centres of population and production. We hope that the section uniting Canton with Kowloon, and thus bringing this artery of commerce to its seaward termination, will not be left to the last moment. It should really have been built long ago, as its construction would unquestionably have supplied a stimulus to the other portions of the line. It is certainly somewhat of a reflection on this British Colony that no effort has yet been made to provide this most important link to the chain of Chinese communications, and one which we trust will soon cease to exist. If the syndicate fail to make the line it should be assisted by the British Government, for it is obvious enough that other Powers are eager to strengthen their influence in this region.

Tyram reservoir is 24 feet below the overflow last year at this time it was 91 feet higher.

Chief Justice Sir William Goodman is expected to arrive from Japan by the *Siberia* on Tuesday.

The infection in the outbreak of plague at Calcutta, Peru, at the beginning of May was traced to a number of dead rats found in some well belonging to a flour mill.

On Tuesday afternoon one of a gang of lime-washing coolies fell from a scaffolding into the backyard at 32, Des Vœux Road West, a distance of about twenty feet, and, alighting on his head, was killed instantly.

Yesterday at 5 a.m., in Victoria Gaol, Lui Chui, alias Li Kwai Fan, was hanged. He was sentenced to death by Sir Henry Berkeley for being concerned in the murder of the reformer, Young Kuo Wan, in Gago Street, on 10th January, 1901.

Messrs. Sam Wang & Co., Ltd., announce that their steamer *Wingchai* will run an excursion trip to Macao every Sunday during the summer months, leaving her wharf opposite the Central Market at 8.30 a.m. and returning from Macao at 8 p.m. Further particulars will be found in another column.

Messrs. Mee Chong send us two excellent photographs taken at the reception at Government House last Sunday of H.E. Tsen Chun-han, Viceroy of the Two Kwang. One is a portrait of H.E. the Governor and the Viceroy alone, the other a group of all the guests at the reception.

The Kowloon astronomical experts again notify that telegraphic communication between the Observatory and Hongkong is interrupted. Might we suggest that there would be considerable saving of time were it chronological when the cable happens to be in working order, instead of when it is unworkable.

A remarkable operation was performed in the Government Civil Hospital not long ago. A Chinese lad of 16 years, who was admitted suffering from a ruptured spleen, and was in danger of losing his life, had the injured organ removed. He recovered, and saved his assailant from being placed on his trial for manslaughter.

A commotion was caused in Wellington Street yesterday morning by the spectacle of an immense coolie lying full length on the street, while over him stood an Indian sergeant of police grasping another coolie firmly by the queue. The two natives had been fighting, and the unconscious one received a blow in the abdomen which quite knocked him out and necessitated his removal to hospital in an ambulance.

About half past eleven on Tuesday night a slight outbreak of fire occurred in a Chinese medicine shop at 23, Eastern Street, West Point. It was extinguished by the inmates with water from a tap, which they distributed so liberally as to cause damage to stock to the extent of \$700—according, at least, to the estimate of the proprietor. The premises are insured for \$2,800. The cause of the fire was the accidental overheating of a chafin used for drying herbs.

Four obsolete warships were last month sold at Devonport—the *Heads* for \$2,550, the *Gorgon* for \$2,600, the *Spider* for \$1,820, and the *Monmouth* for \$1,500.

At Stevens' last month \$5 was paid for a new year's card, "Longevity," painted by the Chinese Empress. Crown's handkerchief realised \$1 1s. and an autograph of the late Queen Victoria 6s.

A strike of ricksha-men has taken place at Omta, owing to the establishment of a river steamer-service. Attempts have been made by the strikers to wreck the steamers. The police interfered and arrested 200.

The Siamese royal yacht the *Malachukri* which visited Hongkong not many months ago when conveying the Crown Prince to Bangkok is again on her way North to meet Prince Chao Fa Chakrabongse, who is travelling across Siberia.

When the new United States Pacific cable is opened on July 4th an attempt will be made to send a message round the world in forty seconds. Only two lines will be used in its transit, the second one being that of the Eastern Telegraph Company.

A despatch to a Berlin paper states that three cases of bubonic plague have occurred at Liban. The infection was brought from Siberia by means of imported furs, which, though of great value, representing many thousands of pounds sterling, will have to be destroyed.

The new monster cargo steamer, the *Minnesota*, which has just been launched for the Pacific trade, is said to be able to carry twice as much as either the *Cedric* or the *Celtic*. Her cargo would fill a railroad train seven miles long—or 125 ordinary trains of twenty trucks each.

The French Postmaster-General has just announced that in telephonic cables the "receiver" and the "transmitter" must be sterilised with carbolic acid each time they are used. In other words, they must be made surgically clean, for bacilli and cocci are what modern medicine and surgery have agreed, not without reason, to call "filth."

The practice of exchanging children by parents living in French and German Switzerland, in order to enable their boys and girls to learn another language, is spreading greatly in that country. A few weeks ago an exchange agency to further this object was founded at Zurich. A Swiss child has the opportunity of picking up three languages—French, German, and Italian—at practically no cost to the parents. In about six months a child is able to converse freely, and is then sent to school to learn the grammar and literature of the newly-acquired language.

General Knorpatkin, Russian Minister for War, arrived at Tokyo on the 12th inst. According to the *N.C. Daily News*, the Japanese papers heartily welcome him, but the *Jiji* reminds him that Japan is a constitutional country, where the Government must conform to the popular will, which was inclined toward an alliance with England long prior to that alliance being actually concluded, and which is now quite fixed as regards the Manchurian and Korean questions; whereas Russia's temporary occupation of Manchuria, being independent of the wish of the Russian nation, is easily terminable by the volition of Russia's statesmen.

With regard to the late Mr. Nils Möller, whose death is announced elsewhere, the *N.C. Daily News* says:—"A man of strong passions, a vigorous mind, and great common sense mixed with obstinacy, he built up a fine shipping business here, and he seemed still a hale and strong man when the family troubles, which probably hastened his end, brought him back to Shanghai recently. He spoke occasionally at Ratsayers' Meetings here, always forcibly and generally to the point. He has left nine children, the majority of whom are in Shanghai, some of them carrying on the business founded by their father."

Various opinions are held by the New York police as to the identity of the man Rousseau, who was arrested in connection with the attempt to blow up the *s.s. Umbria*. Some think he is really Jean Rose, the suspected manufacturer of the Haymarket bombs and those thrown in the French Chamber of Deputies. Inspector McCluskey thinks that the man had no confederates, and that he was not actuated by motives of revenge against the Cunard Line, with which he had never been connected. The inspector further asserts that there is a serious scheme behind the outrage, as to the nature of which he is silent. He says he is sure that the dynamite used was purchased in New York.

Sanitary Board officers, according to a recently-issued order, are to become liable to all sorts of pains and penalties, including instant dismissal, if they are found guilty of furnishing information of any kind to the Press. It would be interesting to know how far this order is influenced by the paragraph published some little time ago about the non-disinfection of a public chair which had carried a Japanese plague patient first to the Government Civil Hospital and then to the Plague Hospital at Kennedytown. The paragraph was intended to point out an oversight that required remedying at once, but if the outcome of it is to be that the Press are to be deterred from knowing that Mr. Wan Lung failed to have his premises disinfected when ordered to, or that someone else ran foul of this or that bye-law by neglecting to observe its provisions, then perhaps it were better had the paragraph never been written and the public chair in question been allowed to carry on its functions, to the danger of everyone using it!

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

## A SHANGHAI TRAGEDY.

SHANGHAI, 17th June, 3.59 p.m.

## SUICIDE OF A BROKER.

Mr. R. M. Campbell, bill and bullion broker, shot himself fatally here to-day.

[Mr. Rodrick Campbell was one of the most familiar figures among the Shanghai brokers and is well known in Hongkong also. His death will be very generally regretted in both places. Mr. Campbell was a widower, but has several daughters living. He has followed the profession of a broker for many years in Shanghai. It is possible that adverse speculations have something to do with the tragedy.—Ed. D.P.]

## REUTERS' SERVICE.

## SOMALILAND—SERIOUS OUTLOOK.

LONDON, 15th June.

A War Office despatch from Bobote says that the Mullah has cut the telegraph-lines and executed a flank march with the intention of raiding the communications of Bobote and Berbera. All posts are being strengthened.

The *Daily Telegraph's* correspondent at Aden wires that the Mullah has cut up a convey between Garero and Bobote, and that Col. Cobbe is surrounded at Galadi and General Manning unable to move to his assistance.

## SERVIA—THE CLAIMANT'S ELECTION.

LONDON, 15th June.

Peter Karageorgievitch has unanimously been elected King of Servia.

[A *N.C. Daily News* exclusive telegram, dated London, 15th June, runs as follows:—The accounts of the tragedy at Belgrade are still conflicting. It is stated that their Majesties perished locked in each other's arms. The Queen was killed with the stroke of an axe, and the King was shot. Belgrade is now quiet. There were rejoicings and illuminations on Thursday evening, the mob acclaiming King Karageorgievitch.

A semi-official statement has been published in Vienna to the effect that the establishment of the Karageorgievitch dynasty is regarded as the best solution, as far as the peace of the country is concerned. The policy of Austro-Hungary, the statement declares, is absolutely neutral in Servian affairs, and Austro-Hungary would only intervene if Austrian interests were menaced.]

## HEAVY RAINS IN ENGLAND.

LONDON, 15th June.

There has been unceasing rain in London and the South of England for fifty-five hours and it still continues to fall; large tracts of country are submerged and houses and streets flooded; the railway traffic is disorganised and the hay-crop ruined. Snow is falling in the Highlands.

## TYPHOON WARNING.

The U.S. Consul-General forwarded to us yesterday the following typhoon warning, dated Manila Observatory, 17th June, 10.15 a.m.:—"Typhoon east of Batan Islands."

## THE PLAGUE.

There were nine cases of plague yesterday—eight Chinese and one European. The European case was Sergeant-Armourer J. Hawkes of the Police and Volunteers, who, it will be remembered, received the South African medal from H.E. the Governor at the Volunteer church parade last Sunday. He had been ailing for a few days; fortunately his attack is believed not to be dangerous. Of the other cases seven were fatal. Two dead bodies were found. The total number of cases since the beginning of this year now amounts to 1,202.

## CRIMINAL SESSIONS.

The Supreme Court will sit in Criminal Jurisdiction to-day—the Acting Chief Justice (Sir Henry S. Berkeley) presiding. Annexed is the list of cases to be disposed of:—Tong Fui, larceny and forgery. Wong On, disobeying order of banishment. Robert Percy Moffit, larceny.

Wong Yan and Chan Fai, burglary, larceny and receiving stolen goods.

Tse Wo, charged under the Women and Girls' Protection Ordinance, 9 of 1897, section II, sub-section I.

Fung Chun, Chan Him and Kung Cheung Tin, robbery and burglary.

Loung Shin, Chan Kat and Han Shin, robbery and receiving stolen goods.

Li King Cho and Chan Fung Yan, uttering a forged order.

Chan Kwong, uttering a forged order.

Yu Shang, forgery.

## LATEST STEAMER MOVEMENTS.

The Bortor Tow Boat Co.'s steamer *Pleides* arrived at Victoria (B.C.) on the 12th inst. The steamer *Arr-Joon Apoor*, from Calcutta, left Singapore for this port yesterday, at noon. The N.D.L. steamer *Wurzburg*, from Hamburg, left Singapore for this port yesterday, a.m., and may be expected here on the 23rd inst., at daylight.

## SUPREME COURT.

Wednesday, 17th June.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE  
(PUNISH JUDGE).

## LI WEI &amp; YUEN HANG KIN.

This was a cross-summons, in which Li Wei claimed from Yuen Hang Kin the sum of \$814.58 money due and was summonsed in turn for \$96. Mr. M. W. Slade, barrister-at-law (instructed by Mr. J. S. Harston of Messrs. Evans & Harston, solicitors), appeared for Li Wei, and Mr. John Hays of Messrs. Johnson, Stokes and Master, solicitors, was for the other side.

Mr. Slade in opening the case said that his client was presently employed as a head boiler-maker in the gas-works at Wanchai. He was a man with some little money. In December last Yuen Hang Kin approached him and requested a loan of \$500 for the purpose of building a house in the country, and offered him an inducement for the loan the position of rent-collector in respect of some 26 houses in Amoy and water lanes at a salary of \$15 per month and a floor rent-free, and also said he would give Li Wei a promissory note on the property. Li Wei lent the \$500 on 18th December and on 20th December was appointed rent-collector. He started collecting rents almost immediately and frequently made payments to the defendant, or his cousin, who was either employed by the defendant or was a partner. He continued collecting rents until 18th February when he left, not because he was dissatisfied with his position but because he had secured his present employment as head boiler-maker at the gas-works. After he left he requested a settlement of accounts and the repayment of the loan of \$500. On 3rd May plaintiff and the representative of the defendant met and adjusted accounts. It was then found that the amount of rent paid by the plaintiff to the defendant was \$2,318 whereas the amount actually payable was only \$2,055, so that he had overpaid a sum of \$263, which together with his salary of \$15 per month for two months, \$21 expended by him on repairs, and the loan of \$500, made up the claim of \$814.58. A week later plaintiff took his account for settlement to the defendant who said that it was all right but that the plaintiff must wait for the money. Since then he had pressed for the money, but it was not forthcoming—hence the action.

After hearing the evidence of Li Wei, His Lordship referred the question of the accounts to the sheriff and adjourned the case sine die.

## POLICE COURT.

Wednesday, 17th June.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

## WELL-MERITED PUNISHMENT.

Mr. A. Shaw, manager of the Hongkong Cotton Spinning Company, summoned an Indian recently in the service of the complainant for leaving his employment without notice.

The evidence showed that the action of the defendant, who had entered the service of the Dutch Petroleum Company at Causeway Bay, caused the complainant's firm serious loss—\$50 a day it was computed. The defendant's duties consisted of looking after the machinery, and when he threw up his job without giving his employer time to get another man in his place, the consequence was that the machinery stopped and lay idle for a fortnight, which brings the total pecuniary loss to the Spinning Company up to \$700.

The defendant was fined \$75, with the alternative of two months' hard labour. He went to prison.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

## FATAL QUARREL.

A boy named Chan Ho (6) was remanded for a week on the serious charge of causing the death of an older native named Sin Sun by striking him on the head with an ear during a quarrel on the 14th inst.

## REFUSING HIRE.

Mr. J. Bullen, of the P.W.D., summoned a ricksha-coolie for refusing to accept hire while discharged on the 16th inst. The defendant pleaded not guilty.

The complainant said his wife got into the ricksha at the Soldiers' and Sailors' Home, Arsenal Street, but the defendant refused to accept her as a passenger. He asserted that he was waiting for someone inside the Home, but on being conducted inside by the complainant failed to point out his fare.

The defendant, who repeated the same story to his Worship, was fined \$10 or three weeks' hard labour.

## SUBMARINE DANGERS.

According to a Cherbourg despatch to a London journal a mishap on board the French submarine *Albatron* while manœuvring in the harbour at Cherbourg has caused a feeling of insecurity among the officers and crews of these boats. It appears that while the *Albatron* was about 20ft. below the sea-level several of the crew became suddenly unwell. The quartermaster fell down unconscious, and Lieutenant Valdenre, who was in command, was also overcome but was able to order the submarine to the surface. When the hatches were opened and fresh air was admitted the majority of the men recovered but four remained unconscious for a considerable time in spite of the attentions of five doctors, who were summoned, and two hours elapsed before the quartermaster was brought round. He was taken to the naval hospital.



## CORRESPONDENCE.

## KOWLOON ROADS: A WARNING.

TO THE EDITOR OF THE "DAILY PRESS,"  
Hongkong, 17th June.

SIR.—Will no one pity the sorrows of the poor Kowloonites? When will the "powers that be" give us roads that will not wash out, leaving rocky eminences and yawning chasms after each shower of rain? The P.W.D. apparently know no other means of repairing roads beyond filling the ruts with sand dug out of the nearest drain (where it had been deposited by a previous shower). I grieve to think what would have been the feelings of the Waiwau and the Carpenter if they had visited Kowloon this morning and seen "such quantities of sand" choking the drains! To ride in a ricksha in Kowloon is at present anything but the enjoyment of the poetry of motion. The convulsive efforts of a stout lady (whom I saw this morning) trying to sit tight could have moved anyone, except the local authorities, to tears. I fear the local "Bambles" hearts are harder than their roads. I wish all whom it may concern to note that should I in the course of a cross-country ride down the main road have my false teeth jerked down my throat I will proceed for damages against the Legislative Council, the P.W.D., or whoever else I may be legally advised is responsible for the atrocious state of the public roads.—I am, &c.,

SENEK.

## THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS,"  
Hongkong, 17th June.

SIR.—Has a man got plague when he meets his death by a fall or by any other form of accident? I wish to know, because I believe that Europeans recently admitted to Kennedytown Plague Hospital were no more suffering from plague than the man in the moon. To digress for a moment, take the case of the ship's steward who some time ago fell into the grating at Kowloon during the night and was picked up dead next morning floating in several feet of water and with a hole in his head large enough to put an egg in. The ordinary mortal would have said that the unfortunate fellow was either killed by the fall or drowned, but that is just where the ordinary mortal would have erred, apparently, for the official wisecracks who make the health of the Colony their study found that the deceased died of plague. Only the other day two Europeans who felt seedy and had their blood examined by one doctor were sent to Kennedytown to take their chances as plague patients, only to be discharged next day by another doctor, who said they had no plague. There may have been other similar cases, but these will suffice to show that some of our doctors, despite the experience of past years, are still groping in the dark as regards plague. They perhaps are not to blame, but the knowledge of their incompetence is decidedly far from comforting to patients coming under their treatment. Besides, if a man has not got plague, but is sent, on the pronouncement of a doctor that he has, to an institution where the disease of necessity abounds, and where he runs the gravest conceivable risk of being infected, surely that is not fair to the unlucky patient, and surely the comment, "I could have sworn it was plague" is not sufficient excuse for a blunder that might have cost a man his life. Plague is bad enough in all conscience without sending a man out of his way to contract it, and the daily returns of the sanitary authorities are disgusting enough in the height of an epidemic without the inclusion of cases that are anything but plague cases. With apologies for trespassing on space.—Yours, etc.,

OBSERVER.

## HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day Thursday, at 4.15 p.m.

## ORDERS OF THE DAY.

1. Reply from Government as to the number of Chinese leaving the Colony daily and the number of steamers and steam-launches leaving for Canton or Macao.
2. Correspondence relative to Plague at Formosa.
3. Letter from Government relative to closing the Chinese theatres.
4. Approval of the Board's recommendation concerning the outbreak of a certain cattle disease.
5. The President pursuant to notice will move:—That whereas the Board have found it necessary to take certain proceedings against people using chalk and water instead of lime-wash, the Board obtain authority to insert an advertisement in the local papers to the effect that chalk and water cannot be accepted in lieu of lime-wash, but that there is no objection to colouring matter being added to it.

G. A. WOODCOCK,  
Secretary.

## AGENDA.

1. Correspondence regarding the detention of inmates of plague houses.
2. Report relative to the scavenging of the Bill District.
3. Application for the renewal of the bachelors' licence for No. 230, Queen's Road West.
4. Application for the renewal of a soap-boling licence.
5. Mortality Statistics for the weeks ended 2nd and 9th May, 1933.
6. Rat Return for the fortnight ended 15th June, 1933.
7. Lime-washing Return for the fortnight ended 4th June, 1933.

## PEKING.

A Northern native paper has a despatch from Peking which the N.C. Daily News translates as follows:—"Although the Government tell everybody that the demands of Russia in regard to Manchuria have been rejected by China in toto, yet it is an open secret that, *sub rosa*, the advisers of the Throne have given way to all the demands of Russia. Indeed the Waiwau dare not discuss any important international questions, whilst none of the Ministers of that Department are seen nowadays within its precincts. They are, however, plunging deep into social intercourse with foreign officials, and dinners and banquets are the order of the day with them just now. Indeed, their Majesties proffer no questions about how to oppose Russia in Manchuria, nor can there be found any one caring under the circumstances to address the Throne on the matter. Even the eunuchs in the Palace who asked as to how things are getting along in the Grand Council, etc., reply just now, 'Oh! we know nothing nor care for anything except to see that our rice-cakes are full and palatable to the mouth. That's all.' The sale of official rank goes on gaily and daily and in such a manner that it would seem the sellers are trying to make all they can while they can as if the day of reckoning were not far off. As for Viceroy Yuan Shi-kai, he looks as if weighed down by the knowledge of some impending calamity. In fact he has a scared and worried look about him. Even the Empress Dowager is getting distrustful of his ability to stem any political storm. Her Majesty has been known to have asked Yuan about the condition of his army, whether it can be depended upon to give adequate protection to their Majesties in time of trouble, and to these questions Yuan has always given uncertain replies. Prince Ching also has shown that he does not think Yuan fitted to fill the important post of Grand Councillor. As for the Grand Secretary Wang Wai-shao, he is getting seedy, and when any one talks to him for any length of time H.E. falls off to sleep. Lu Ch'uan-lin is now anxious to leave Peking for some post in the provinces, as if he feared calamity to be in the near distance as regards Peking. Such are the men upon whom poor, unfortunate China has to depend at present.

## THE KISHINEFF MASSACRE.

## THE OFFICIAL "EXPLANATION."

A circular issued by the Russian Minister of the Interior to the Governors, Prefects, and Chiefs of Police gives the following account of the recent attack on the Jews at Kishineff:—"In the disturbances, the originators of which were for the most part common people, forty-five persons were killed, seventy-four severely injured, and 350 slightly injured. About 700 houses belonging to Jews and about 600 shops were looted. The disturbances arose out of the strained relations existing between the Christians and Jews in Bessarabia. Reports of alleged ritual murders in the governments of Kherson, Kioff, and Kishineff led to a clamour for an attack on the Jews and written appeals were distributed with that object. On Easter Sunday a Christian woman was maltreated by the Jewish proprietor of a merry-go-round, and this provided a direct cause for attacking the Jews. The crowd then threw stones at the houses of the Jews in the neighbourhood, and marched through the various quarters of the town, everywhere destroying the houses and booths belonging to Jews. On Easter Sunday nine Jews were killed. On the following morning the Jews in the New Bazaar attacked the Christians, one of whom was killed by a shot fired from the Jewish side. The riots were thereupon renewed. As the military who were patrolling the town proved insufficient, further bodies of troops were called in, and the duty of maintaining order was transferred to the military authorities. On the evening of Easter Monday, when the troops had been distributed among the various districts, in accordance with a prearranged plan, the disturbances were brought to an end. The events at Kishineff led to disturbances in many other parts of the empire, and in some towns the Jews began to form societies for their own protection. At the instance of the Director of the Police Department, the Tsar instructed the Minister of the Interior to make it clear to the Chiefs of the Government towns that it was their duty for the fulfilment of which they would be held personally responsible, to take measures for preventing acts of violence, and thus quiet the population." The circular of the Minister of the Interior points out that the formation of societies for self-defence is inadmissible. In the event of disturbances the civil authorities are not allowed to transfer to the military their obligation to keep order, but must direct the common action of the troops and police. The civil authorities, adds the circular, are only to cease giving directions personally when they have called upon the commanders of troops to order their men to use their weapons.

## A RATE WAR.

According to the San Francisco Chronicle, the Pacific Mail S.S. Co. have commenced a new rate-war with the view of cutting out the China Commercial S.S. Co., recently formed in Hongkong. It is said that the P.M. is shipping freight from Peking to Hongkong at \$4 per ton. The China Commercial Co. is distinctly a Chinese affair, the stock all being owned by wealthy Mongolians. The promoters of the Company stated that the primary object of instituting this new line was to build up trade between China, Mexico and the South American republics. From later indications, however, it is apparent that the new Company intends to enter the local field to a certain extent, hence the alarm of the Pacific Mail and its hasty cutting of rates.

## LATE TELEGRAMS.

## [VIA AUSTRALIA.]

## SOUTH AFRICA.

London, 25th May.  
According to an Amsterdam newspaper, Commandant General Louis Botha has cabled from South Africa that an amnesty has been accorded to all the Cape rebels, and that those now in Holland can safely return home.

## PREFERENTIAL TRADE.

London, 23rd May.  
A Tariff League was formed yesterday at a private meeting held in Westminster, and attended by a large number of members of Parliament and leading British manufacturers. The League has been called into being with a view to organising opinion through the medium of local committees, and, while ignoring party politics, to promote preferential trade within the Empire. After Mr. Chamberlain's speech at Birmingham on the 15th inst. the treasurer of the new league secured the signatures of 3,000 prominent British manufacturers to a petition in favour of a re-arrangement of the fiscal duties. The Standard summarises the position this morning by stating that Canada is enthusiastic over the Zollverein idea, Australia apparently sceptical, and Great Britain expectant. "But," the Standard adds, "the heaven is working. Our fiscal policy must be vindicated by its adaptability to changing circumstances, and not by an appeal to authority."

Speaking at Doncaster yesterday Mr. H. H. Asquith, K.C., asserted that Mr. Chamberlain's proposals had the unqualified and united opposition of the entire Liberal party. Other Liberal leaders similarly resist the proposals on the ground of the past success of the policy of free markets and an open door. "Sir Charles Dilke has a letter in the Daily Mail, in the course of which he states that there has always been a divergence of opinion on preferential trade issues in Australia and Canada. It has, Sir Charles states, sometimes been assumed from speeches made by a few leading Australians that there exists in Australia a desire for what are called closer relations with other parts of the Empire, but it would be difficult to show that any Australian party had ever accepted that standpoint."

Writing to one of his constituents, Mr. J. Chamberlain has expressed himself as being fully convinced that the prosperity of the country depends largely upon the trade with the colonies, which he considers would, under a wise system of mutual concession, increase by leaps and bounds. "We have been apt in the past," Mr. Chamberlain asserts, "to consider too much the advantages of buying cheaply, and not to pay sufficient attention to the methods whereby we may have the means enabling us to pay at all." "Increased wages are," Mr. Chamberlain added, "even more important to the working class than a reduction in the cost of living."

Replying to a correspondent, Lord Rosebery recently expressed surprise that his Bureau speech had been interpreted as supporting Mr. Chamberlain. "It would have been unseemly and injudicious," Lord Rosebery asserted, "in addressing an audience divided upon that question for me to summarily dismiss any plan, if proposed on the responsibility of the Government, to promote closer ties between Great Britain and her colonies. This specially applies when the idea set forth is known to be eminently congenial to some of the colonies. But I adhere to my previously-expressed views that an inter-Imperial tariff, to be practicable, must be just and acceptable both to the United Kingdom and to the colonies. And I have already indicated the nature of the objection which I believe to be unanswerable."

## OLD-AGE PENSIONS.

London, 24th May.  
The Aged Pensioners Bill was yesterday read a second time in the House of Commons. The age limit proposed in the bill is 65 years, and the amount of the pension is 5s. per week. The estimated cost is £6,500,000 per annum, the required amount to be raised partly from the rate and partly from the Treasury.

Referring to the history of the old age pensions movement Mr. J. Chamberlain (Secretary of State for the Colonies) agreed that there was a possibility of doing something to stimulate thrift and help the work of making provision for old age. The question was, however, complicated. The obstacles were great, but not insuperable. It would not be impossible to find funds for that purpose. He had no doubt but that there would have to be that review of the fiscal system, which he had recently indicated as necessary and desirable, at an early date. (Cheers.)

Mr. W. H. Long (President of the Local Government Board) admitted that the bill was an improvement upon previous efforts in the same direction, but considered that more precise information was required. As it now stood, the bill was but a remnant of the original proposals, but, recalling recent demands for a remission of taxation, Mr. Long doubled whether a proposal necessitating a large expenditure would be acceptable to the nation. The only way to raise the money would be to proceed with the revision of the fiscal system.

The bill was referred to a Select Committee of the House.

which the granting of old-age pensions was based, but the financial foundations without which the pension proposals must remain impracticable.

## NEBUHADNEZZAR'S GATE DISCOVERED.

London, 23rd May.  
Important discoveries have been made by a party of German explorers, who have been excavating at the site of the ancient city of Babylon. The explorers have brought to light the great gate of Nebuchadnezzar's Palace. They also found hundreds of inscribed bricks, part of a public library, dealing with the earliest period of Babylonian history.

## WOMEN'S QUEEN VICTORIA MEMORIAL.

London, 23rd May.  
The money collected throughout the Empire for the Women's Memorial to Queen Victoria, amounting to £86,000, has been presented to the King and Queen for the endowment of an Institute for District Nurses.

## THE EDUCATION BILL—ORGANISED OPINION.

London, 24th May.  
The Nonconformist protest against the London Education Bill took place in London yesterday, and was an imposing demonstration. A procession, including many thousands of persons, was formed. Amongst those who took part were congregations led by their ministers, numbers of trades unions, and friendly societies. They met at the Embankment, and marched to Hyde Park, singing hymns, with banners flying and bands playing. The weather was brilliant, and the spectacle accordingly attracted an immense concourse to Hyde Park, the number being estimated at 100,000. Speeches were made and resolutions moved from 12 platforms. The Liberal speakers included Dr. Clifford, Mr. Lloyd George, and other members of the House of Commons, and ministers. All vigorously denounced the destruction of the school board, and overweighing the London County Council. They maintained that it was necessary that the schools should be controlled by a directly elected body. The Government had previously announced that in consequence of the debate which took place in the House of Commons on Wednesday last the functions of the Borough Council would be confined to local management, and that their representation on the Central Committee had been abandoned.

The Times this morning states that the Hyde Park demonstration against the London Education Bill was the largest, most earnest, and most intelligent that has been seen in Hyde Park for a score of years. The vast crowd was largely composed of representatives of the respectable and lower middle classes. The Daily News asserts that the generation of Londoners has witnessed no portent so impressive and so full of hope. The Standard admits that it was a powerful Nonconformist demonstration directed against the general educational policy of the Government rather than the London Bill.

His Majesty the King passed through Hyde Park while the demonstration was in progress, and watched the movements of the vast crowd with great apparent interest.

## THE ANTI-SEMITIC OUTRAGES—HOLY RUSSIA!

London, 25th May.  
A German doctor who was assisting in the hospital at Kishineff after the recent outrages upon the local Jews by so-called Russian Christians describes many horrible cruelties, evidences of which came under his personal observation. In one instance a man's legs had been sawn off, and in another all a child's teeth had been extracted, while in yet a third an infant's eyes had been burnt out with a red-hot iron while the unfortunate little victim was held in its mother's arms. In the latter instance the child's father was present, and was compelled to witness not only the agonies which the little one suffered, but also his wife being outraged and having her breast cut off while trying to protect their child.

Prominent Jewish financiers in London and Paris are bringing pressure to bear upon the Russian Government in order to prevent any further Jewish massacres of the nature of the recent terrible scenes at Kishineff. M. de Witte, the Russian Minister of Finance, has warned the Tsar that a repetition of the outrages will have a disastrous effect upon Russia's finance, and the Tsar has accordingly ordered the total suppression of Jew-baiting. Count Leo Tolstol and Maxim Gorki, the author, have strongly denounced the Kishineff outrages.

## THE CHINESE INDEMNITY.

London, 25th May.  
All the Powers oppose the Anglo-American proposal to allow China to pay the amount of the indemnity for a period of nine years on a silver, instead of a gold basis.

## THE TIN TRADE.

London, 25th May.  
In order to prevent Mr. J. Pierpont Morgan securing the control of the tin trade, the Government of the Straits Settlements has imposed a prohibitive duty upon the export of tin ore unless it is smelted in the colony.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
The barometer has fallen generally over N. B. China and the Lochnos.  
The depression has deepened and extends over a large area.  
Fresh S.W. winds in the Formosa Channel, and strong S.W. monsoon over the N. part of the China Sea.  
Forecast:—Fresh S.W. winds; equally, thunder showers.  
Telegraphic communication between the Observatory and Hongkong interrupted.

## PHOTOGRAPHIC

## PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE &amp; CO.,

17A, QUEEN'S ROAD, HONGKONG.

[38]

THE LAHMEYER ELECTRICAL CO. LD.

LONDON,

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.  
W. LAHMEYER & CO., FRANKFURT A/M.FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to  
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [1243]WATER RETURN.  
LEVEL AND STORAGE OF WATER IN REBER-VOIRS ON THE 1ST JUNE.

LEVEL.	1902.	1903.
Below overflow.	13 ft. 6 in.	24 ft. 0 in.
Above overflow.	0 ft. 1 in.	6 ft. 5 in.
Pokfulam.	2 ft. 3 in.	41 ft. 8 in.
Wongmichong.	2 ft. 3 in.	41 ft. 8 in.

STORAGE GALLONS.	1902.	1903.
Tytam.	272,695,000	211,900,000
Pokfulam.	66,000,000	32,000,000
Wongmichong.	33,505,000	460,000

Total ..... 372,200,000 244,360,000  
CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF MAY, 1903.

Consumption ...	1902.	1903.
Estimated population.	213,900	218,800

Consumption per head per day 7.5 16.4 gallons  
Intermittent supply in force up to the 24th May inclusive in 1902, and the 6th May in 1903. 6,392,000 gallons supplied from other sources than reservoirs during May, 1902, giving a supply of 3.5 gallons per head per day from all sources.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF MAY, 1903.

Consumption ...	1902.	1903.
Estimated population.	127,600	144,800

Consumption per head per day 7.3 7.5 gallons  
The Government Analyst reports that the water is of excellent quality.

W. CHATMAN, Water Authority.



TELEPHONE No. 135.

OUR SPECIAL BLEND

OF

SCOTCH WHISKY

IS

AT

"CLUB"

Per Doz. ... .. \$35

We have older and more expensive Whiskies.

but we have no better VALUE than

"CLUB."

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12, QUEEN'S ROAD.

14

ROYAL BAKING POWDER

Absolutely Pure

To be used always for raising

cake, scones, hot tea-biscuits,

rolls, muffins, crusts, etc.

Indispensable where

the finest food

is required.

The medical officer of health

and public analyst for the city

of London, England, reports the

ROYAL Baking Powder chemi-

cally pure and giving the maxi-

mum possible yield of leavening

gas.

ROYAL BAKING POWDER re-

tains its strength and freshness

under the variable temperature

and moisture of every climate.

Manufactured by

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NEW YORK, U. S. A.

[1657]

## NOTICES OF FIRM.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.  
司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR.  
Hongkong, 21st March, 1903. 621  
CHINESE AMERICAN COMMERCIAL COMPANY,

司公美華  
IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.  
Hongkong, 1st May, 1903. [1321]

## NOTICE.

THE Firms of KIM SENG LEE & CO., of Hongkong, and KIM HONG JOO, of Hongkong, having dissolved Partnership, the Firm of KIM SENG LEE & CO. gives notice that it will NOT be RESPONSIBLE for any DEBTS contracted by the Firm of KIM HONG JOO from this date nor during the nine years' existence of the Partnership.  
KIM SENG LEE & CO.  
Hongkong, 11th June, 1903. [1690]

QUAN WAH & CO.,  
GRANITE MERCHANT CONTRACTORS.  
Dealers in

MARBLE AND GRANITE MONUMENTS.  
No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application.  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1903. 1186

## ROYAL AERATED WATERS MANUFACTORY.

If you want a drink of health, If the taste that health is wealth, If you'd take your proper place, If for health you'd join the race, Always with a smiling lip I guess, Where you can get good drink I guess, Pure water we always use, Escapes many from which to choose, Our list of drinks will you amuse  
Apply to—  
F. P. DANENBERG, Manager.  
Factory & Office—West Point; Telephone 367;  
Depot—Ice House Street; Telephone 374.

Novel Specialities. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced, Long-Life, Non-Intoxicating and Excellent Beverages.  
His-Ose, Winter Stout, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale. [1-2]

## BROWN, JONES &amp; CO.,

MONUMENTAL AND ORNAMENTAL MASONS.  
Have on View and for Sale at their Marble Yard,  
ITALIAN MARBLE  
Statuary Figures, Angels alongside Crosses, Obelisks, Columns, Rustic and Plain Crosses and Headstones; also  
AMERICAN MARBLE  
Crosses, Columns and Headstones; and  
ABERDEEN GRANITE  
Crosses and Headstones  
For adults and children's graves.  
CEMETERY MEMORIALS  
made to any design in Italian and American Marble and Hongkong Grey and Blue Granite.

Special attention paid to  
LETTERING IN ANY STYLE OR LANGUAGE  
in imperishable lead, lead cement, gold, or black

All work and material guaranteed to be the best and most durable.  
Prices to suit the times.  
Designs on application.  
Orders from outports carefully and promptly executed.

Office:—No. 17A, Queen's Road Central, 1st Floor. Marble Yard:—No. 13, Morrison Hill Road, Hongkong.  
Hongkong, 9th January, 1903. [3462]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER FOR 3 CARTRIDGES  
FIRING 10 SHOTS IN 2 SECONDS.  
SIEMSEN & CO.  
Hamburg.  
From 1st October, 1900. 66

## "THE EAST OF ASIA."

(Published Quarterly.)  
CONTAINING Articles of Special Interest.  
Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.  
The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... .. \$1.50.  
On Sale at "NORTH CHINA HERALD"  
OFFICE, Shanghai.  
Messrs. KELLY & WALSH,  
Hongkong.  
and all leading Booksellers in the Far East.  
Hongkong, 14th February, 1903. 52



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## NEW ADVERTISEMENTS

## WANTED.

FOR Canton, a PORTUGUESE CLERK. Quick Worker. Good Handwriting required. Apply to—

B. R. Care of Daily Press Office. Hongkong, 18th June, 1903. [1755]

## REDUCTION IN PRICES OF SWISS MILK

JUST LANDED by R.R. "CEYLON," a fresh Consignment of SWISS MILK. \$2.80 per doz. Tins; 25 Cents per Tin. H. BUTTONEE, 5, D'Almeida Street, 37 & 38, Elgin Road, Kowloon. Hongkong, 18th June, 1903. [1751]

## EXCURSIONS TO MACAO.

THE fast and commodious Steamer "WING CHAI" will leave her Wharf, opposite Central Market, EVERY SUNDAY (during the summer months) at 8.30 A.M., returning at 8 P.M. FARE: Return Ticket, including Tiffin and Dinner (either on board or at Macao Hotel) \$5. A matched for sea bathing, both for Ladies and Gentlemen, is provided, and bathing clothes, &c., provided at a reasonable rate. SAM WANG & CO., LD. Hongkong, 18th June, 1903. [1758]

## NAVY CONTRACT.

TENDERS are invited for the Supply of FRESH WATER for the period of 12 months from 1st JULY, 1903, to H. M. Naval Yard, Hongkong, or to any of H. M. Ships and Hired Vessels lying in the harbour. Forms of Tender can be obtained on application to the Naval Stores Office, H. M. Naval Yard, Hongkong, and should be returned not later than Noon, on THURSDAY, 25th JUNE, 1903. Hongkong, 18th June, 1903. [1759]

## TO LET—WITH IMMEDIATE POSSESSION.

TWO SUITES OF ROOMS in the Ground Floor of the Hongkong Club Annex, suitable for Offices. Apply to the undersigned. C. H. GRACE, Secretary, Hongkong Club. Hongkong, 18th June, 1903. [1757]

## TO BE LET FURNISHED.

For Nine Months. "TAN MOR" (West), PEAK ROAD. Apply to—

MAJOR TUDOR, R.E., OF HUMPHREYS ESTATE & FINANCE COMPANY, LD. Hongkong, 18th June, 1903. [1754]

## TO LET.

NO. 10, SEYMOUR TERRACE. NO. 12, MOSQUE JUNCTION. NO. 43, CAINE ROAD. Nos. 1, 2 and 3, CORONATION TERRACE. FOUR-ROOMED HOUSE on Upper Levels, fully furnished, for Six Months. And others to suit various requirements. S. A. SETH, Land and Estate Broker. Hongkong, 18th June, 1903. [1756]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 20th June, 1903, at 2.30 P.M., at his Sales Rooms, 2nd Floor, 111, Queen's Road Central, A QUANTITY OF

CREPE SHIRTS, PYJAMA SUITS, WHITE and KHAKI DRILL SUITS, CREPE KIMONOS, BATH and FACE TOWELS, VESTS, SILK UMBRELLAS, BOOTS and SHOES, INDIAN LACE and INSERTION, LEATHER HANDBAGS, &c., &c.

JAPANESE EMBROIDERED and PAINTED SCREENS, LACQUERED WARE, VASES, SANDALWOOD BOXES and WALKING STICKS, &c., &c., &c. On view from Friday, the 19th June. TERMS:—Cash on delivery. GEO. P. LAMBERT, Auctioneer. Hongkong, 18th June, 1903. [1750]

## OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "PROMETHEUS" are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant. Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 24th inst. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 1st July, or they will not be recognised. BUTTERFIELD & SWIRE, Agents. Hongkong, 17th June, 1903. [10-12]

## NEW ADVERTISEMENTS

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship "THALES," Captain Robson, will be despatched for the above port TO-MORROW, the 19th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPHAM & CO., General Managers. Hongkong, 17th June, 1903. [1748]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE. THE Steamship "GUTHRIE," Captain Dabell, will be despatched as above on SATURDAY, the 20th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 17th June, 1903. [1750]

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR YOKOHAMA AND KOBE. THE Company's Steamship "VERONA," Captain H. N. Spies, will be despatched for the above ports on SATURDAY, the 20th inst., at 4 P.M. For Freight, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, 16th June, 1903. [1758]

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中 FOR MOJI, KOBE, HONOLULU AND SAN FRANCISCO. THE Steamship "CLAVERING," Captain Barton, will be despatched for the above ports on TUESDAY, the 23rd inst., at Noon. For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor. J. S. VAN BUREN, Superintendent. Hongkong, 17th June, 1903. [1749]

## THE new and fast Twin-Screw Steamer

"SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Meals, \$1 each. Cargo Freight very moderate. CHEUNG ON STEAMBOAT CO., LD., No. 123, Cross Street Road Central, Hongkong, 16th June, 1903. [1751]

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE. THE Company's Steamship "SANUKI MARU," having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-morrow, 17th inst. Goods not cleared by the 23rd inst. will be subject to rent. Ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 25th inst., or claims in connection therewith will not be recognised. NIPPON YUSEN KAISHA. Hongkong, 16th June, 1903. [1752]

## THE ANNUAL GENERAL MEETING

will be held in the CLUB GYMNASIUM, Kowloon, TO-DAY (THURSDAY), the 18th inst., at 5.45 P.M. FRANK W. WHITE, Hon. Secretary. Hongkong, 12th June, 1903. [1694]

## THE ANNUAL MEETING OF WORKSHIPPERS at the Peak Church will be held in ST. PAUL'S COLLEGE, TO-DAY (THURSDAY), 18th JUNE, at 5.30 P.M. BUSINESS: 1. To pass the Accounts. 2. To adopt the Report. 3. To elect a Committee. F. T. JOHNSON, Hon. Secretary. Hongkong, 16th June, 1903. [1720]

## EQUITABLE LIFE

"STRONGEST IN THE WORLD." An Equitable policy contains everything that is desirable in a life insurance contract. Notwithstanding the superiority, the rates are no higher than other companies. Write for information. F. KIENE, Manager. Hongkong, 21st May, 1903. [1499]

## M. R. CHADWICK K.E.W.

DENTAL SURGEON. No. 39, QUEEN'S ROAD CENTRAL. Hongkong, 16th June, 1903. [1721]

## R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references. Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [1589]

## AUCTIONS

## EXTRAORDINARY ART SALE.

THE undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONSIGNER, TO-DAY (THURSDAY), the 18th June, 1903, at 2.30 P.M., at his Sales Rooms, No. 8, Des Voeux Road, CORNER OF LEE HOE STREET, A VERY FINE COLLECTION OF JAPANESE SILK EMBROIDERIES AND TEXTILES, COMPRISING:—

RARE PALACE and TEMPLE HANGINGS, FINE OLD BROCADES, BEAUTIFUL SILK EMBROIDERED KIMONOS, ARTISTIC CUT VELVET PICTURES, and VERY FINE SILK EMBROIDERED SCREENS, &c., &c., &c.

NOTE:—The above is one of the finest Collections of Embroideries hitherto offered for sale and for the most part will be sold without reserve. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 15th June, 1903. [1713]

## PUBLIC COMPANY

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, LEE HOE ROAD CENTRAL, VICTORIA, HONGKONG, on SATURDAY, the 27th day of JUNE, 1903, at 11 in the Forenoon, when the following Resolutions will be proposed, viz.:—

1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."

2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."

3. "That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debiture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof) to be appointed as hereinafter mentioned that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereof by the Company to such persons as Trustees for and on behalf of the Debenture holders as the said Shewan, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$100 each at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the said Debentures may be issued at a discount not exceeding 25 per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 6 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say No portion of the amount paid in respect of any of such Debentures shall be repayable during the first three years of the period of three years of such Debentures but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof (a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years;" (b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years;" (c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years;" and (d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years;" Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened. Dated this 15th day of June, 1903. SHEWAN, TOMES & CO., General Managers. [1735]

## GOVERNMENT NOTICE.

IT IS HEREBY NOTIFIED that the Sale of POSTAGE STAMPS at the Stamp Office will be DISCONTINUED after the 30th INSTANT. All such Stamps for Revenue purposes can be obtained at the General Post Office. A. M. THOMPSON, Collector of Stamp Revenue. Hongkong, 10th June, 1903. [1696]

## S. I. ENTING

SURGEON DENTIST. No. 10, PAGULAN STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903. [123]

## INSURANCES

## NORTH BRITISH AND MERRIMAN TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901, £15,722,693. I. AUTHORIZED CAPITAL, £3,000,000 0 0 SUBSCRIBED CAPITAL, 2,750,000 0 0 PAID-UP CAPITAL, 687,500 0 0 II. FINE FUNDS, 2,685,548 5 2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 1st July, 1902. [179]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851. Cash Security, £225,719 Total Losses Paid, £23,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. WM. MEYERINK & CO., Hongkong, 18th May, 1903. [1449]

## PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates. DOUGLAS LAPHAM & CO., Agents for the Phoenix Fire Office. Hongkong, 17th April, 1887. [128]

## SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. HCTZ & JACOB & CO., Hongkong, 2nd April, 1900. [12]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates. SIEMSEN & CO., Hongkong, 29th May 1896. [27]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [113]

## GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS. HCTZ & JACOB & CO., Hongkong, 1st September, 1902. [2327]

## NORTHERN ASSURANCE CO.

ESTABLISHED 1836. THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates. TURNER & CO., Hongkong, 14th January, 1903. [218]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710. THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSEN & CO., Hongkong, 16th May, 1892. [26]

## NOTICE.

WANG HING, JEWELLER, has REMOVED to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY and WALSHE) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO. Hongkong, 23rd March, 1903. [472]

## HIGH-CLASS CHRISTMAS

CAKES, decorated, from \$1.00. Plain Christmas Cakes, from 0.50. German Sand Cakes, from \$1 to \$5.00. Assorted Pastry Cakes, per dozen 0.50. Scotch Buns, from 1.50. Frosted Stollen, from 2.00. Mince Pies, per dozen 2.40. Chicken and Ham Pies, from 3.00. Chicken and Ham Patties, from 2.40. Game Pies, from 5.00. Christmas Puddings, &c., to Order. Please apply to WEISMAN & CO., 142, PRINCE STREET, ANGLO-AMERICAN STORES, 64, ELGIN ROAD, or ROYAL ELATED WATER DEPOT, 105, HOUSE STREET. Hongkong, 19th December, 1902. [117-1]

## IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF 12th NOVEMBER, 1896. SUBSCRIBED CAPITAL, Shanghai Tin, 5,000,000 PAID-UP CAPITAL, 2,500,000

## HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES: Canton, Hankow, Chefoo, Chinkiang, Peking, Shanghai, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

## HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily balances. 3% per annum on Fixed Deposits for 3 months. 4% " " " 6 " " " 12 " " " 18 " " " 24 " " " 36 " " " 48 " " " 60 " " " 72 " " " 84 " " " 96 " " " 108 " " " 120 " " " 132 " " " 144 " " " 156 " " " 168 " " " 180 " " " 192 " " " 204 " " " 216 " " " 228 " " " 240 " " " 252 " " " 264 " " " 276 " " " 288 " " " 300 " " " 312 " " " 324 " " " 336 " " " 348 " " " 360 " " " 372 " " " 384 " " " 396 " " " 408 " " " 420 " " " 432 " " " 444 " " " 456 " " " 468 " " " 480 " " " 492 " " " 504 " " " 516 " " " 528 " " " 540 " " " 552 " " " 564 " " " 576 " " " 588 " " " 600 " " " 612 " " " 624 " " " 636 " " " 648 " " " 660 " " " 672 " " " 684 " " " 696 " " " 708 " " " 720 " " " 732 " " " 744 " " " 756 " " " 768 " " " 780 " " " 792 " " " 804 " " " 816 " " " 828 " " " 840 " " " 852 " " " 864 " " " 876 " " " 888 " " " 900 " " " 912 " " " 924 " " " 936 " " " 948 " " " 960 " " " 972 " " " 984 " " " 996 " " " 1000 " " " 1012 " " " 1024 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WM. POWELL, LD.

GENTLEMEN'S OUTFITTERS.

28, QUEEN'S ROAD.

THE NEWEST AND BEST OF  
EVERYTHING.

FAMED FOR SUN HELMETS.

LAMBERT & BUTLER'S  
FRONTIER MIXTURE.

A PIPE TOBACCO.

FRONTIER MIXTURE IS A COMBINATION OF THE CHOICEST  
TOBACCO GROWN.

A GENTLEMAN'S SMOKE. ASK YOUR DEALER FOR THIS BRAND.

TO BE OBTAINED FROM—

MESSRS. KRUSE &amp; CO.

IN 1-LB. AIR-TIGHT TINS.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE.

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE.

DETONATORS, SAFETY FUSE.

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

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MITSUI BUSSAN KAISHA  
MITSUI & CO.HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PAIHO'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosaki, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Kanata, Nagasaki, Kuchino, Saeki, Matsuyama, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Horado, Kanada, Fajinotama, Mameda, Mannoura, Oosura Otsu, Sasahara Teaburo, Yoshitani, Yoshio, Yanokibara, and other Coals.

N. INUZUKA, Manager, Hongkong.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.CODE WORD: "DOCK" NAGASAKI.  
A.I. & B.C. Scott's and Engineering Code  
Used.DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 26 1/2 "DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 68 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide... 22 "  
PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
THE COMPANY has a SALVAGE  
STEAMER, 72 TONS GROSS, FITTED  
WITH POWERFUL SALVAGE PLANT  
READY at SHORT NOTICE. 1877

FOR SALE.

A DISCARDED STEEL WIRE CABLE.

For Particulars, apply to—  
JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong High Level Tramways Co., Ltd.  
Hongkong, 17th June, 1903. [1736]OWNERS of HOUSES situated in the  
Western Division of the City of Victoria  
who have not had their premises LIME-  
WASHED and CLEANSED in accordance  
with Law are reminded that the period during  
which this work should be finished ends on the  
30th day of JUNE, 1903; and the Sanitary  
Board being convinced of the necessity of  
PLAQUE is determined to STAMP OUT  
PROSECUTE any owner in default after the  
above named date.By Order of the Board,  
G. A. WOODCOCK,  
Secretary.Sanitary Board Room,  
1st June, 1903.Note.—The Western Division of the City  
lies to the West of Morrison and East Streets. [1860]CARMICHAEL & CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS.  
SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.TELEGRAMS: "CARMICHAEL" HONGKONG.  
A.B.C. Code, 4th Edition  
A.I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 13th March, 1903. [3440]

WINGHESTER CARABINES

12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior  
of China as well as Officers of Coast Steamers

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN &amp; CO.,

14, DES Vaux ROAD. [2742]

## FACTS.

Those of us who believe in the industrial future of this country and have steadfastly refused to be carried away by the successive waves of pessimism which have flooded the English Press in recent years are reaping our reward. The "Made in Germany" scare was too fanciful to deceive any sane interpreter of facts and figures. Of course the same interpretation of facts and figures is the last pursuit of the sensational journalist, but the scare had its day, and for a sequel there is the fact that German trade has only now recovered from the lowest depth touched in a quarter of a century. Mr. Florpout Morgan and his inflated finances on a strict commission basis set the cofl-makers of British industry once again in activity. "The American Invasion" was the cry of the moment, and Britain was bidden prepare for her end. With some "The American Invasion" is still the cry, and only this week the chosen apostle of Triumphant Democracy has shed sympathetic tears over our sad fate. Britain, Mr. Andrew Carnegie tells the world, is already a back number; it is useless to resist the onrush of American dominance, but we shall be—Mr. Carnegie is magnanimous even in his prophecies—"the dear old Motherland of the great coming English-speaking confederation which will have its centre in the United States." "All the fat is to be for the States, the bones for us," said the interviewer. "Better reconcile yourself to your destiny," the man of many millions replied. "We will; and that our reconciliation to our destiny may be the more complete let us see once again upon what flimsy generalisations Mr. Carnegie and his assistant pessimists in the British Press base their preaching of woe. The times in truth are out of joint for pessimism. Only last week, we had the spectacle of all Europe and America rushing to subscribe for a three per cent. British loan so that a demand for 30 millions at three per cent. interest brought applications amounting in all to 1,170 millions; thus does Britain's credit stand immeasurably above that of any of her industrial rivals. But Mr. Carnegie's mind is at this moment far above the level of the money markets. He is soaring in the heights of a cosmopolitan philanthropy which is really nothing more nor less than a fresh device to enslave the workman and make more millions for the millionaire.

Let us, then, leave Mr. Carnegie and his predictions and turn to the facts. In the May issue of the *Contemporary Review* appears a straightforward analysis of the trade of the four great nations of the world, and any one who can follow this analysis and still believe in the decadence of British commerce, believe indeed that Britain's position as the first trading nation of the world is in serious jeopardy, may be safely neglected as a trifler with facts. The first conclusion of Mr. Warren, the *Contemporary Review* editor, on a careful analysis of the official figures for the past quarter of a century is that fluctuations of trade are cosmopolitan rather than national. The years 1883 and 1890 were very good years for us; the years 1885 and 1894 were bad ones. They were much the same—good and bad respectively—for Germany, France, and the United States. Trade is moved by world-reaching influences. And what at the end of a quarter of a century? In plain English, Britain holds as predominant a commercial position in the world as ever she did; so predominant, indeed, that Germany still stands a poor second, the United States a still poorer third, and France fourth. "England's premier position has never been menaced seriously," Mr. Warren carries us further in a series of diagrams of the import and export trades during the same period, 1876-1901. As regards the import trade, the immense superiority of the United Kingdom is most manifest. The value of British imports shows an unparalleled advance, and this increasing value progresses unmistakably. Britain is still an easy first, Germany a poor second, France third, and the United States a very poor fourth. Turning to the export trade, we see a decided improvement in the American position to-day as compared with twenty-five years ago. "The United States has made rapid strides, and from a position of intimate rivalry with France and Germany has entered into keen competition with the United Kingdom. From the lowest position in 1876 it attained the highest in 1899, and fell to the second in the following year. Germany has made good progress; but France, from the second position in 1876, has been left in the rear," thought, as the British Commercial Agent at Chicago reports, when these American figures are analyzed, "they are not so satisfactory from the American manufacturers' point of view as at first sight they appear to be." Mr. Warren has a sound explanation for this seeming supremacy of the United States in exports. We occupy a unique position as the world's commission agent, carrier, and banker, and the value of our "invisible" exports is enormous. Our shipping, banking, commissions, investments, &c., yield immense profits which have to be paid in goods; it is this which brings about the preponderance of the imports of merchandise. Our mercantile marine has developed prodigiously during recent years, and there has been a corresponding increase in the magnitude of our carrying trade. In addition to shipping flying the flag, English merchants are owners of a huge amount of ship-

ping under foreign flags. All this means an addition to English trade, an addition which is of the nature of an export but which does not figure in the returns. German shipping stands second in the world as regards actual tonnage, but it is far in the rear of English shipping.

Push enquiry a little further and you get another test to which to submit the "Made in Germany" and "American Invasion" talk. Of British exports no less than 80 per cent. consists of manufactured articles. This proportion is unapproached by any other nation. Germany follows Britain with an export of manufactured articles having a comparative value of 64.4 per cent., while the United States percentage is only 26. Thus, in Mr. Warren's words, "England's industrial position is unique; it is the workshop of the world, and its people may be more truly termed a nation of manufacturers than a nation of shopkeepers." And this is as true to-day as it was a quarter of a century ago. Other workshops have come into the competition, and especially has the United States workshop shown progress. We may note the fact without jealousy and without dismay, for our progress has also been great and our position remains pre-eminent. Looking, moreover, at the British Empire we see that whereas the combined population of the British Colonies and the Motherland is 10,800,000 less than that of the United States our combined commerce is vastly greater. It is of the value of 1,398 millions sterling, while that of the United States is 498 millions sterling.

And this measurement of trade by population leads up to Mr. Warren's last and most crushing analysis. He compares the trade of the nations man for man for the past quarter of a century, and this is the result:

AVERAGE OF TOTAL TRADE PER HEAD OF POPULATION.		POPULATION.		1875-9		1880-4		1885-9		1890-4		1895-9		1900-4	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15 10 4	16 8 6	14 17 10	15 10 2	16 3 11	17 1 9	18 1 9	19 1 9	20 1 9	21 1 9	22 1 9	23 1 9	24 1 9	25 1 9	26 1 9	27 1 9
8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6	8 1 6
7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1	7 9 1
4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8	4 18 8

Face to face with this analysis, where, one may ask confidently, are the signs of rot in British trade? Both our imports and exports per head of population are to-day practically double those of any other nation. The United States stands to-day as it stood twenty-five years ago, at the bottom of the list. Free trade has, we are assured, killed our industries and placed us under the heel of the American and the German; yet Free-trade Britain still does twice as much external trade per head of population as either France or Germany, while the United States does still less than one-third of what we do. If this is driving Britain out of the industrial field, may we have much more of the same kind of compulsion. If this is the kind of decay that Free-trade engenders, let us become more decadent still. Of course the United States is bound to march ahead industrially, and no one who believes in the future of the English-speaking race would wish it otherwise. We have no monopoly of prosperity and desire none. But no progress is worth talking about which is not based upon facts, and the figures of the past decade prove beyond all question that nine-tenths of the talk which has been dinned into our ears by the pessimists and the American blow-hards is sheer rubbish and rhodomontade. We have said so again and again during the past five years, and we repeat it now. There is nothing in the happenings of the last quarter of a century to suggest a belief that British trade is in peril. There is, in truth, plenty to show healthy and vigorous development, a capacity to keep pace with the trade of the best of our rivals, and a capacity to do so without the aid of protective tariffs and State bounties and Carnegie philanthropies, but by individual effort and quiet belief in the ultimate victory of good and honest work.—*Outlook*.

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Hongkong, 13th June, 1903. [1763]

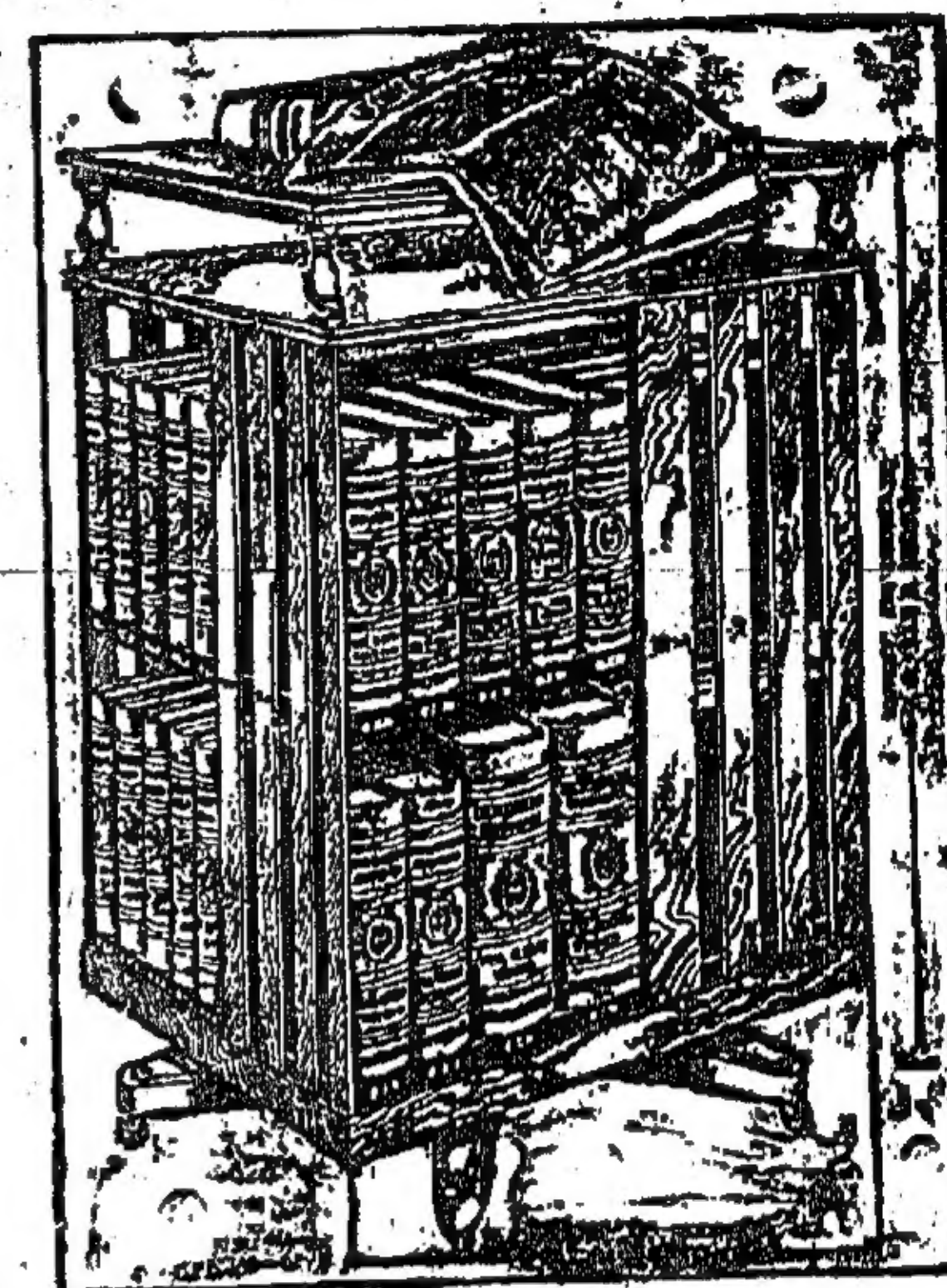
TWO MORE DAYS,

TO-MORROW AND SATURDAY.

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The first announcement of "The Times" offer in China of the Tenth Edition of the *Encyclopædia Britannica* at London prices, which are one-half of the Catalogue prices, was published some weeks ago. Unusual efforts have been made to direct public attention to an opportunity which is without precedent in this part of the world. If the *Encyclopædia Britannica* were not all that has been claimed for it, if it were not the best and only comprehensive reference work of its class, if it were in any respect unworthy of the praise bestowed upon it day by day by the writer of these announcements, no amount of newspaper publicity in respect of this offer would induce people to accept it. Nor would "The Times" have been able to find acceptance for its offer, at home and in other parts of the English-speaking world, to the extent of 45,000 subscriptions for the Ninth Edition. But the fact is that everybody knows the *Encyclopædia* is

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## SHIPPING.

**ARRIVALS.**  
 June 16, SANUKI MARU, Japanese str., 3,787, W. Townsend, London and Singapore 8th June, General.—NIPPON YUSEN KAISHA.  
 June 17, GLENCOE, British str., 2,399, G. E. Warner, N.R., Singapore 11th June, General.—GLENCOE.  
 June 17, KWONGSANG, British str., from Canton.  
 June 17, MAIZUMI MARU, Jap. str., 667, T. Saito, Aiping via Amoy and Swatow 16th June, General.—OSAKA SHOSHEN KAISHA.  
 June 17, ONSANG, British str., 1,787, J. T. Davies, Moji 11th June, Coal.—JARDINE, MATHESON & CO.  
 June 17, PROMETHEUS, British str., 3,883, G. Mori, Singapore 12th June, General.—BUTTERFIELD & SWIRE.  
 June 17, SUEZ, New str., from Canton.  
 June 17, EZEKIEL, British str., 1,143, Hall, Choofo 11th June, General.—BUTTERFIELD & SWIRE.  
 June 17, TAISHAN, British str., 1,131, J. D. Jenkins, Saigon 12th June, Rice and Meal.—BRADLEY & CO.  
 June 17, TACUS, New str., 1,387, Seeborg, Moji 10th June, Coal.—CARLOWITZ & CO.  
 June 17, THAMES, British str., 820, A. J. Robinson, Swatow 16th June, General.—DOUGLAS LARRAIK & CO.  
 June 17, YOKO MARU, Japanese str., 3,610, A. Christensen, Shanghai 13th June, General.—NIPPON YUSEN KAISHA.  
 June 17, YONGHONG, British str., 1,184, Selby, Barry (Cardiff) 7th May, Coal.—JARDINE, MATHESON & CO.

## CLEARANCES.

**AT THE HONGKONG MARITIME OFFICE.**  
 17th June.  
 Anania, German str., for Yokohama.  
 Apr. Norwegian str., for Moji.  
 Heures, British str., for Yokohama.  
 Doris, Norwegian str., for Canton.  
 Hanot, French str., for Hobei.  
 Hopang, British str., for Sourabaya.  
 Hach-ho, Chinese str., for Shanghai.  
 Hyeon, British str., for Singapore.  
 Keongwai, German str., for Bangkok.  
 Moravia, Austrian str., for Sualia.  
 Petarich, German str., for Karatau.  
 Quangan, French str., for Swatow.  
 Sangkian, British str., for Manila.  
 Triumph, German str., for Hobei.  
 Wamag, British str., for Swatow.  
 Yowata Maru, Japanese str., for Japan.  
 Yunnan, British str., for Sourabaya.

## DEPARTURES.

17th June.  
 Ays, Norwegian str., for Moji.  
 Benvenue, British str., for Yokohama.  
 Doris, Norwegian str., for Canton.  
 Hanot, French str., for Hobei.  
 Heures, British str., for Yokohama.  
 Hyeon, British str., for Singapore.  
 Keongwai, German str., for Bangkok.  
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 Quangan, French str., for Swatow.  
 Sangkian, British str., for Manila.  
 Triumph, German str., for Hobei.  
 Wamag, British str., for Swatow.  
 Yowata Maru, Japanese str., for Japan.  
 Yunnan, British str., for Sourabaya.

## VESSELS IN DOCK.

17th June.  
 ABREXEN DOCK.—Viron.  
 KOWLOON DOCK.—Canton River, San Joaquin, Taiheung, Clavering, Nippon Maru, Pierre Antoinette, Kueiyang, Chienfeng.  
 COSMOPOLITAN DOCK.—Kowloon.

## SHIPPING REPORTS.

The British steamer *Taiheung*, from Saigon 12th June, had light to moderate S.W. winds and smooth sea throughout.  
 The British steamer *Thales*, from Swatow 16th June, had moderate S.W. winds and slight sea with heavy rain squalls.  
 The British steamer *Prometheus*, from Singapore 12th June, had light variable breezes and calm with light passing showers to Maclefield Bank; then fresh S.W. breeze and cloudy to port; moderate N.E. current all the way.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship.

"HAITAN".  
 Captain Renoh, will be despatched for the above ports TO-DAY the 18th inst., at 11 A.M.  
 For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.  
 Hongkong, 16th June, 1903. [1724]

NIPPON YUSEN KAISHA.  
 FOR MANILA.  
 THE Company's Japanese Mail Steamship.

"KUMANO MARU".  
 4,500 Tons, Captain E. W. Haswell, will be despatched for the above port TO-MORROW, the 19th inst., at 4 P.M.  
 This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
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 Hongkong, 12th June, 1903. [1709]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
 FOR MANILA.  
 THE Company's Steamship.

"YUENSANG".  
 Captain S. J. Payne, will be despatched as above TO-MORROW, the 19th inst., at 4 P.M.  
 This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.  
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 Hongkong, 15th June, 1903. [1718]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.  
 STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

"ARARA".  
 Captain Williamson, will be despatched on THURSDAY, the 25th JUNE.  
 To be followed by the Steamship "VERONA".

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Agents.  
 Hongkong, 17th June, 1903. [1699]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via PORTS OF CALL.	CHUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	20th inst., at Noon.
LONDON & ANTWERP, via SUEZ CANAL.	CHUSAN	Brit. str.	Holmes	P. & O. S. N. Co.	23rd inst.
LONDON & ANTWERP, via SINGAPORE, &c.	CHUSAN	Brit. str.	Lockton	P. & O. S. N. Co.	About 26th inst.
LONDON VIA SUEZ CANAL.	BENLOMOND	Brit. str.	Mutton	GIBB, LIVINGSTON & CO.	About 2nd July.
LIVERPOOL.	PROMETHEUS	Brit. str.	Reverent	BUTTERFIELD & SWIRE	22nd July.
MARSEILLES, HAVRE, COPENHAGEN, &c.	P. MARIE	Dan. str.	Reverent	MELCHERS & CO.	About 26th inst.
MARSEILLES, LONDON & ANTWERP.	ANTENOR	Brit. str.	H. Fraser	NIPPON YUSEN KAISHA	23rd inst.
MARSEILLES, LONDON & C. v. SPORE, &c.	KAWACHI M.	Jap. str.	Girard	MESSAGERIES MARITIMES	27th inst., Daylight.
MARSEILLES, LONDON & ANTWERP.	ANNAM	Brit. str.	Girard	BUTTERFIELD & SWIRE	3rd inst., 11 A.M.
MARSEILLES, LONDON & ANTWERP.	ALCANTARA	Brit. str.	Girard	BUTTERFIELD & SWIRE	7th July.
MARSEILLES, LONDON & ANTWERP.	ALCANTARA	Brit. str.	Girard	BUTTERFIELD & SWIRE	21st July.
MARSEILLES, LONDON & ANTWERP.	ALCANTARA	Brit. str.	Girard	BUTTERFIELD & SWIRE	4th August.
MARSEILLES, LONDON & ANTWERP.	ALCANTARA	Brit. str.	Girard	BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP.	ALCANTARA	Brit. str.	Girard	BUTTERFIELD & SWIRE	25th inst., at Noon.
BREMEN, via PORTS OF CALL.	ROON	Ger. str.	G. Meiners	HAMBURG-AMERIKA LINIE	1st July.
HAVRE & HAMBURG.	STRASSBURG	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	26th inst.
HAVRE, BREMEN & HAMBURG.	BUEVIA	Ger. str.	Bock	HAMBURG-AMERIKA LINIE	1st July.
HAVRE & HAMBURG.	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	15th July.
HAVRE & HAMBURG.	WURZBURG	Ger. str.	v. Biezer	HAMBURG-AMERIKA LINIE	20th July.
HAVRE & HAMBURG.	BADENIA	Ger. str.	Rorden	HAMBURG-AMERIKA LINIE	12th August.
TRIESTE, &c., via SINGAPORE, &c.	VINDOBONA	Aus. str.	Cobol	SANDBER, WIELE & CO.	26th inst., P.M.
ODDESSA.	H. LEBRON	Rus. str.	C. LEBRON	BRADLEY & CO.	About 5th July.
NEW YORK, via PORTS & SUEZ CANAL.	SARATOGA	Am. str.	W. T. FROST	DODWELL & CO., LTD.	About 22nd inst.
NEW YORK, via SUEZ CANAL.	GLENCOE	Brit. str.	Williamson	SHEWAN, TOMES & CO.	25th inst.
NEW YORK, via SUEZ CANAL.	GLENCOE	Brit. str.	Radford	McGREGOR BROS. & GOW	24th inst., at Noon.
VANCOUVER, via SHANGHAI, &c.	R. OF INDIA	Brit. str.	Radford	CANADIAN PACIFIC R. CO.	22nd July.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	Radford	DODWELL & CO., LIMITED	24th inst.
OLYMPIA, B.C. & TACOMA via JAPAN.	OLYMPIA	Brit. str.	T. Truebridge	NIPPON YUSEN KAISHA	30th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via S'HAL, &c.	TOSA MARU	Jap. str.	A. Christensen	BUTTERFIELD & SWIRE	14th July.
VICTORIA (B.C.) & SEATTLE via S'HAL, &c.	MACHAON	B. str.	A. Christensen	PORTLAND & ASIATIC CO.	14th July.
PORTLAND, OREGON.	INDIAVELLI	Brit. str.	R. P. Craven	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
AUSTRALIAN PORTS.	KOMANO MARU	Jap. str.	E. W. Haswell	GIBB, LIVINGSTON & CO.	1st July.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	Ellis	BUTTERFIELD & SWIRE	4th July.
AUSTRALIAN PORTS.	CHINGTU	Brit. str.	H. N. Spiesen	SHEWAN, TOMES & CO.	20th inst., at 4 P.M.
YOKOHAMA & KOBE.	CLAYBURN	Brit. str.	Barton	J. S. VAN BUREN	23rd inst., at Noon.
MOJI, KOBE, MANILA, &c.	SANUKI MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	To-morrow, Daylight.
MOJI, KOBE, MANILA, &c.	GUTHRIE	Brit. str.	Dabell	GIBB, LIVINGSTON & CO.	24th inst., at Noon.
MOJI, KOBE, MANILA, &c.	PUKIN	Brit. str.	Longden	P. & O. S. N. Co.	About 20th inst.
MOJI, KOBE, MANILA, &c.	KINSHU MARU	Jap. str.	F. L. Pyno	NIPPON YUSEN KAISHA	25th inst., at Noon.
MOJI, KOBE, MANILA, &c.	TAIYUAN	Brit. str.	F. L. Pyno	BUTTERFIELD & SWIRE	7th July.
MOJI, KOBE, MANILA, &c.	KWEIYANG	Brit. str.	F. L. Pyno	BUTTERFIELD & SWIRE	To-morrow.
MOJI, KOBE, MANILA, &c.	KANSU	Brit. str.	F. L. Pyno	BUTTERFIELD & SWIRE	To-morrow.
MOJI, KOBE, MANILA, &c.	CHINKIANG	Brit. str.	F. L. Pyno	BUTTERFIELD & SWIRE	To-morrow.
MOJI, KOBE, MANILA, &c.	WAMPOA	Brit. str.	F. L. Pyno	BUTTERFIELD & SWIRE	20th inst.
MOJI, KOBE, MANILA, &c.	BALLARAT	Brit. str.	F. R. Sumner	P. & O. S. N. Co.	About 26th inst.
MOJI, KOBE, MANILA, &c.	JAPAN	Brit. str.	Martin	P. & O. S. N. Co.	About 26th inst.
MOJI, KOBE, MANILA, &c.	KWEILIN	Brit. str.	T. Ogata	BUTTERFIELD & SWIRE	24th inst.
MOJI, KOBE, MANILA, &c.	DAIWIN MARU	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	To-morrow.
MOJI, KOBE, MANILA, &c.	MAIZUMI MARU	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	21st inst.
MOJI, KOBE, MANILA, &c.	HAITAN	Brit. str.	Ronoh	DOUGLAS LARRAIK & CO.	To-day, at 11 A.M.
MOJI, KOBE, MANILA, &c.	THALES	Brit. str.	Robson	DOUGLAS LARRAIK & CO.	To-morrow, 10 A.M.
MOJI, KOBE, MANILA, &c.	KAIFONG	Brit. str.	E. W. Haswell	BUTTERFIELD & SWIRE	2nd inst.
MOJI, KOBE, MANILA, &c.	KUMANO MARU	Jap. str.	S. J. Payne	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
MOJI, KOBE, MANILA, &c.	YUENSANG	Brit. str.	N. Tate	JARDINE, MATHESON & CO.	To-morrow, 11 A.M.
MOJI, KOBE, MANILA, &c.	ROSETTA MARU	Jap. str.	N. Tate	TOYO KISEN KAISHA	To-morrow, 10 A.M.
MOJI, KOBE, MANILA, &c.	RUDI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	26th inst., 10 A.M.
MOJI, KOBE, MANILA, &c.	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	27th inst., 10 A.M.
MOJI, KOBE, MANILA, &c.	CHINGTU	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	4th July.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
 PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, PERSIAN GULF, CONTINENTAL  
 AMERICAN AND SOUTH AFRICAN PORTS.  
 The Steamship

"CHUSAN".  
 Captain W. W. Cooke, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 20th JUNE, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th June, 1903.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN, &c.

"PRINCESSE MARIE".  
 Captain Berentzen, will leave for the above ports on or about the 20th inst.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 3rd June, 1903. [1612]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"CHARLES TIBERGHIEN".  
 About 22nd June.

"MAIDUFE".  
 15th July.

"SAINT BEDE".  
 25th July.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 18th June, 1903. [1125]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, via SUEZ CANAL.

THE Steamship

"GLENFARG".  
 Captain Holmes will be despatched as above on TUESDAY, the 23rd June.

For Freight or Passage, apply to McGREGOR BROS. & GOW.

Hongkong, 18th June, 1903. [1560]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN".  
 Captain Ellis, will be despatched as above on WEDNESDAY, the 1st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1903. [1687]

## TOYO KISEN KAISHA

## MANILA LINE.

## LARGEST AND FASTEST STEAMERS ON THE ROUTE. EXCELLENT ACCOMMODATION. CUISINE UNEQUALLED. UNRIVALLED SPEED. FITTED THROUGHOUT WITH ELECTRIC LIGHT. DOCTOR AND STEWARDESS CARRIED.

## REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

## Steamship Captain Tons Sailing Date.

"ROSETTA MARU" N. Tate 3876 Friday, 19th June, at 11 A.M.

"ROHILLA MARU" E. P. Bishop 3969 Thursday, 25th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 17th June, 1903.

K. NAKASHIMA, Manager.

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## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

## PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

## STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

## N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

ROON THURSDAY 25th June

PRUSSIAN THURSDAY 29th July

HAMBURG THURSDAY 29th July

PRINZ HEINRICH THURSDAY 29th July

SACHSEN THURSDAY 29th July

KLAUSCHOU THURSDAY 29th July

BAYERN THURSDAY 29th July

Steamers of the Hamburg-Amerika Linie. Calling at Amsterdam.

ON THURSDAY, the 25th day of June, 1903, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MALES, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 23rd June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 24th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 24th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 15th June, 1903.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, staterooms, Electric Light, Perfect Cuisine. Surplus of all the most up-to-date arrangements, for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

RUBI 2540 R. W. Almond Manila Direct Sat. 20th June, 10 A.M.

ZAFIRO 2540 R. Rodger Manila Direct Sat. 27th June, 10 A.M.

PERLA 1950 J. McGinty 19th July

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 15th June, 1903. [17]

## HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

STRASSBURG HAVRE and HAMBURG On 20th June. Freight & Passengers.

SUEVIA HAVRE and HAMBURG On 1st July. Freight.

NURNBERG HAVRE and HAMBURG On 15th July. Freight.

WURZBURG HAVRE and HAMBURG On 29th July. Freight & Passengers.

BADENIA HAVRE and HAMBURG On 12th Aug. Freight.

Capt. Rorden. (Calling at Singapore and Penang).

For Further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KOBE AND



# OCEAN STEAM SHIP CO., LD.

## AND

# CHINA MUTUAL STEAM NAVIGATION CO., LD.

### JOINT SERVICES.

#### FORTNIGHTLY SAILINGS FOR LONDON.

#### MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL...	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL...	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL...	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL...	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL...	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 8th August.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 13th August.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA.	"MACHAON"	On 14th July.
The s.s. "PROMETHEUS" has arrived, and leaves for Shanghai to-day.	"NINGCHOW"	On 10th August.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS. [10-12]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI CHEFOO and TIENTSIN.	"KANBU"	On 18th June.
SHANGHAI	"KWEIKANG"	On 19th June.
SHANGHAI	"CHINKIANG"	On 19th June.
SHANGHAI	"WENHAIPOA"	On 20th June.
NINGPO and SHANGHAI	"KWEIKANG"	On 20th June.
CEBU and ILOILO	"KAIPONG"	On 22nd June.
MANILA	"CHINGTU"	On 4th July.

POINT DARTMOUTH, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE. "TAIYUAN" On 7th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. [11]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	"CHUSAN"	Noon, 20th June	See Special Advertisement.
SHANGHAI	"W. W. Cooke"	June	Freight or Passage.
SHANGHAI	"BALAABAT"	About 20th June	Freight only.
KOBE	"PRIN"	About 20th June	Freight only.
SHANGHAI, KOBE and YOKOHAMA	"Longdon"	June	Freight or Passage.
SHANGHAI, KOBE and YOKOHAMA	"Japan"	About 26th June	Freight or Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	"CANTON"	About 26th June	Freight or Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent. [1]

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW AND AMOY	"DAIJIN MARU"	FRIDAY, 19th June.
TAMU, VIA SWATOW AND AMOY	"DAIJI MARU"	THURSDAY, 25th June.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	SUNDAY, 21st June.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Portico at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers from Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for forth China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 15th June, 1903.

T. ARIMA, Manager. [15]

## "BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

"BENLOMOND."

Captain Mutton, will be despatched as above on or about the 2nd July.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. [1691]

## FOR ODSSA.

"HERMANN LERCHE."

1,878 tons, will be despatched for the above port on or about 5th July.

For Freight, apply to BRADLEY & CO., Agents. [1591]

Hongkong, 1st June, 1903.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FINE AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PENANG, GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRATIC PORTS.)

THE Company's Steamship

"VINDOBONA."

Captain Cohol, will be despatched as above on FRIDAY, the 26th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 12th June, 1903. [3]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PORT SAID, EGYPT, MARSEILLES, MEDITERRANEAN, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon only on Monday, the 29th June. Specie and Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. [12]

## CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 1st May, 1903. [290]

FOR SAMSHUI, VIA KONGMOON AND KUMCHUK.

THE Steamship

"PAK KONG"

will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to KWONG WAN STEAMBOAT CO., LD., 15 and 16, Queen's Road West, Pray, West. Hongkong, 6th May, 1903. [135]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market, at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to SAM WANG & CO., LD., 81, Queen's Road Central. Hongkong, 29th April, 1903. [84]

## WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class, ... .. \$1.50

2nd " " " " " " 0.70

3rd " " " " " " 0.30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Street West. Hongkong, 16th May, 1903. [646]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 18th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 16th June, 1903. [1734]

## NOTICES TO CONSIGNEES.

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c.

Cordoun, and from Bordeaux ex s.s. Ville de Cotte, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, to-day, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday, the 20th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 14th June, 1903. [72]

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"BENVENUE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of June will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents. Hongkong, 15th June, 1903. [3]

## THE EAST ASIATIC COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MOEAVIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of June will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents. Hongkong, 15th June, 1903. [3]

## THE HALL Steamship

"PREUSSEN,"

OF THE NORDDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 22nd June, at 9.30 A.M.

All Claims must reach us before the 19th June, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents. Hongkong, 16th June, 1903. [5]

## FROM HAMBURG, PENANG AND SINGAPORE.

THE HALL Steamship

"AMBRIA,"

Captain Duckstein, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., To-day, the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE, Hongkong Office. Hongkong, 15th June, 1903. [1722]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents. Hongkong, 13th June, 1903. [17]

## GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA."

ON FIRE IN SINGAPORE ON JANUARY 7TH 1903.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed.

SANDER, WIELER & CO., Agents. Hongkong, 1st June, 1903. [1592]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"TRIESTE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Trieste ex s.s. Imperator, transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st of June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of June will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents. Hongkong, 15th June, 1903. [3]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MOEAVIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of June will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents. Hongkong, 15th June, 1903. [3]

## THE EAST ASIATIC COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MOEAVIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of June will be subject



